

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No. 7

WILLIAMS PROTECTS DRIVERS LICENSES

New Welfare Program Now In Full Operation

Kokomo Claims First Insurance Reimbursement

Benefits obtained for more than 50,000 over-the-road and city freight teamsters of 18 central and southern states, in the greatest employer-financed welfare program ever written in the trucking industry, became effective in March, and already one Teamster, Paul Taylor of Local 759 Kokomo, has received cash reimbursement for his illness.

Two payments also have been received in Local 369, as reported by D. E. Mahoney in this issue.

Taylor is a driver for the Miller Transfer Co. and lives at 1258 E. Sycamore street, Kokomo. He was

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O. B. Chambers, secretary-treasurer of Teamsters Union No. 759, hands a check to Paul Taylor of the union in reimbursement for his recent illness, in the first payment recorded, at least in Indiana, under the new employer-financed welfare program for more than 50,000 over-the-road and city freight Teamsters. Shown in the union office in Kokomo are, left to right: Lee Lantz, of Peru, business representative of Local 759; Mr. Chambers, Earl Ashburn, Jr., representing the Miller Co.; Mr. Taylor and Homer Wilson, of Logansport, business representative of Local 759.

Wins Battle For Operators of Sealed Loads

The determined protest of Emmett J. Williams of Teamsters Local 135 has brought official action to protect truck drivers in Indiana from losing their operators' licenses when caught on trucks which have been overloaded without their knowledge.

The protest was made specifically in the case of Odis Maddox, Evansville driver for the Hancock Truck Lines, whose license had been suspended for 30 days by a country judge on conviction of violating the 1949 truck weight law.

Maddox claimed his truck was loaded and sealed by the company, that he was only the driver and that what had happened to him could happen to many others who were driving sealed cargoes in or through this state.

He was supported in this contention by his company officials and the "Indianapolis Star" reported on April 12 under a big head:

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BROTHER LLOYD REISNER OF LOCAL 135 DECLARED ALL-AMERICAN DRIVER OF YEAR



To help celebrate the selection of a member, Lloyd Reisner as Driver of the Year, 1949 of all America, Teamsters Union No. 135 has given Mr. Reisner \$300 and wished him God speed on his trip to Washington to be greeted by President Truman.

Reisner is thirty-seven and lives at 339 South Keystone ave. with Mrs. Reisner and their 'teen age daughter. He has been employed by the Hancock Truck Lines since 1936, except for four war years spent as a sergeant in the South Pacific.

His selection by the American

(Continued on Page 4)

E. G. Kadlec Now Head of No. 298 at Michigan City

MICHIGAN CITY—E. C. (Pete) Wilkes, business agent of the LaPorte County Teamsters Union 298 since 1945, has announced his resignation because of ill health.

The resignation was accepted by Local 298's board of directors, "with great reluctance," according to E. G. Kadlec, who was immediately named to fill Wilkes' unexpired term. Kadlec, who is 33, and like Wilkes, a New Buffalo resident, will serve until January 1, 1951.

Wilkes, who is married and the father of three sons, helped build the local to its present strength of more than 600. Kadlec has been his assistant since last September.

The retiring official said his plans for the future are indefinite.

VOTE FOR MCCARTHY

This Charles McCarthy sits on nobody's lap. He lives in Indianapolis, on the north side, and is running for State Representative. He is 100 per cent for organized labor and promises to vote that way, if nominated and elected.

McCarthy was a first sergeant of military police in France, Germany, Italy and Africa for 36 months and knows his way around.

COLUMBUS NO. 694 SHUTS OFF UNFAIR BUILDING FIRM

COLUMBUS — "Token" picketing of Dunlap and Company, of this city, construction firm, on a construction job for Noblitt-Sparks Industries here, has full support of the Columbus Central Labor Union.

After a regular meeting of the Central Labor Union it was announced that full support would be given to five local unions involved in the picketing.

Picketing by one man was started March 30 at the site of the new N-S television plant. The plant is being constructed at the east end of the N-S properties between Fifteenth and Seventeenth Sts.

Herman LaMaster of the Teamsters Union, a spokesman for Central Labor Union, stated that the picketing of Dunlap and Company was the result of the company's continued use of non-union labor. Carpenters on the project, however, are union members, Mr. LaMaster said.

Mr. LaMaster said the five unions immediately involved in the protest picketing are Hod Carriers and Laborers, Local 741; Teamsters Local Union No. 694; Iron Workers Local 22; Painters Local 1263, and Engineers Local 181.

LOCAL 298 WINS NLRB ELECTIONS

MICHIGAN CITY — Elections conducted by the National Labor Relations Board at the Coca-Cola plant and the Checker Cab Company were won by Teamsters Local No. 298. The union is already under contract with the cab company and is now negotiating with Coca-Cola.

HATFIELD OF 369 DRIVER OF MONTH

Paul Hatfield, of Teamsters Union No. 369, Marion, has been selected as "Indiana Driver of the Month," according to D. E. Mahoney, secretary-treasurer of the local.

This honor came to the Marion Teamster because of his good record for safe driving, plus his quick action in saving a family of four from death in a burning home.

Mr. Hatfield is an over-the-road driver for Harwood Trucking Co. of Marion. He was nominated for the title for the month of March by Robert H. Hart, company safety director, and it was awarded by the Driver of the Month Committee of Indiana Motor Truck Association.

The Marion driver has operated a tractor "semi" 17 years over approximately 75,000 miles per year without having an accident.

His life-saving act was on March 9 on U. S. 35 southeast of Marion when he saw a house on fire. He aroused Mr. and Mrs. Leon Mare and their two children, just in time for them to escape from the blaze which destroyed their home and personal belongings.

Mayflower Driver Slings the Bull As Heifer Pines—For Swede

By SWEDE CARLBOM

On a recent trip to the southwest I ran over and killed a stout and handsome bull, on an open range close to the Witch Well in Arizona. It was a sordid mess. My trailer was fur lined underneath from bumper to bumper. I was thankful to a merciful God who, I am sure, helped me keep the van upright. . . . I lost my 74th year Safety Award.

News of the accident spread with lightning swiftness over the nation. It echoed through the mighty Salt River Canyon, over the desert, through the Rockies on to the open plains of the mid-west, into the villages and hills of Pennsylvania and finally from the rocky coast of Maine took off eastward over the ocean.

Twenty-four hours later, traveling against the sun, it hit the west coast and back to Witch Well, Arizona—"THE SWEDE HIT A BULL IN ARIZONA." So swift did the news travel that long before I ever contacted with the bull at Witch Well orders from my buddies began to pour in, asking for sirloin steaks, soup bones and meat balls. (Last week the mail orders were so heavy I doubt if my poor bull will go around to all.)

What brought all the razzle about the bull to a climax was when a waitress in an Oklahoma truck stop asked me if I thought it possible to get five pounds of pork chops out of my bull.

We all know it is just as impossible to get pork chops out of a bull as it is to get sirloin steaks out of a hog. It is possible, I understand, to get sirloin steaks out of a horse. For the benefit of all my Teamster buddies the land over I like to pass this one on as an advice. Ninety per cent of all Teamsters are, I have noticed, very fond of short ribs, a dish often served in truck stops.

By examining the bone in the short rib one can easily tell the drag horse from the race horse. . . . The wide flat bone is that of the hard-working drag horse. The round, curved bone is that of the race horse. It does not particularly matter much, but I think we Teamsters should favor the drag horse, as we are both pullers of heavy loads. After all we are pals and have a great deal in common. The demand for drag horse short ribs is bound to increase our buddy's price from one cent a pound to at least 25 cents and save him from the soap factory, to be made into shaving cream. Besides, I am sure our buddy will do more good within than if smeared on our faces.

And now back to the bull of Witch Well. As news of the mishap went around more of my buddies asked me why I hit the bull. Well, the bull charged me. It was a case of self-defense. The safety directors at Indianapolis argued, saying I should not have used company equipment to defend myself against a charging bull. I should have gotten off the van; fanned the bull with a red shirt and poked sharp sticks into his hide. I should have hopped to the right, then to the left. This procedure should have been kept up till the bull got tired and sat down. I then could have passed him with ease without being charged and with no damage to my equipment.

All this sounds fine. I may be an excellent fan dancer and very swift on my pins but to hop sideways in front of an infuriated bull just didn't appeal to me at this time, so I socked him with my truck.

"But why did the bull charge at you?" asked so many. Well, the story goes back to last summer. Driving down the same road I came upon a black, shiny and sleek looking heifer standing in the middle of the road. I slowed down and came to a stop. I got out to shoo her away but she gave no intention to move. I tried to push her off the road but she would not budge.

I smacked her on the rump. I grabbed a tuft of green grass enticing her to come over and get it. She just stood there and gawked. I went up and patted her on the cheek. As I did I looked into the most soulful, soft brown eyes I have ever looked into. They fascinated me. I patted her some more, very gently. I spoke to her in soft tones. She showed her affection for me by stretching out her long and raspy tongue, licking the front of my shirt, tearing off the buttons. As we stood there caressing each other I heard some terrifying snorth in rapid succession behind me.

I turned and beheld a large red and white bull, head bent to charge, his nostrils wide, blowing steam; his long tail a-swishing. I ran for the van, backed up and took off over the hard desert sand. Back on the road farther down I stopped and looked back. He stood beside the black heifer, tail yet a-swishing. As he saw me he came a trotting, his head lowered for a charge and his nostrils blowing more steam.

He increases his trot. I could hear the heavy thuds of hoofs on the black top. I swung myself into the cab and barely had time to push the gears in for a take-off.

At the small town of St. Johns I learned from the rancher that the heifer's name was Bessie Angus and the bull's Joe Hereford. How Joe on this recent trip six months later could remember my license plate number I cannot quite figure out. The rancher whom I met again said it was Joe I ran over.

"And how about Bessie?" asked I

"Well," said the rancher, "after Bessie met you she was not herself any more. She refused to eat. Day after day she stood on top the knob looking into the valley of St. John for a glimpse of your yellow van. She pined away and got skinny as a rail. Last week I sent her to the Heifers' Recreation Center up Flagstaff way. I think the mountain air will do her good, besides the new surroundings will make her forget."

So ends a sad tale from out west, and, boys and girls, this is NO BULL.

Ninety-eight per cent of America's farm products move all or part way to market by truck, according to the Agriculture Department.



JOE WILLIAMS AIDS DRIVERS OF SEALED OVER-WEIGHT LOADS

(Continued from Page 1)

The powerful International Teamsters' Union, aided by a major trucking company, will stage a Statehouse battle this morning to prevent revocation of union truck drivers' operating licenses when drivers are arrested for truck weight violations.

A showdown on the issue will come at a conference of the teamsters and trucking representatives with Attorney General J. Emmett McManamon and Secretary of State Charles F. Fleming.

McManamon conferred for an hour yesterday with Emmett J. Williams, chairman of the Teamsters' Indiana Over-the-Road Committee; Ray Freistuhler, business agent of Teamsters' Local 135; Roy A. Friedle, president of the Hancock Truck Lines and Fred K. Stout, Hancock's vice-president.

They asked McManamon for an opinion on whether Indiana county and city courts have the legal authority to yank the chauffeur licenses of truck drivers whose vehicles are overloaded.

In his argument Mr. Williams demanded:

"How can a driver know if he is carrying an overweight when the loads are usually sealed when he gets them? He loses his license and his right to work through no fault of his own."

Two days later the "Star" reported that the Teamsters had won their battle to prevent revocation of licenses of drivers convicted of violating the new law.

An investigation revealed that the attorney general's office wrote an opinion in July, 1949, holding that a court's power to suspend licenses should not be exercised in overweight cases.

After being informed of the opinion, Secretary of State Charles F. Fleming said licenses already suspended by courts in cases in which the driver had no knowledge of whether his truck was overloaded would be returned by the Motor Vehicles Bureau, which is under Fleming.

Fleming added that a letter had been sent to the judge notifying him of the opinion and the fact that the bureau headed by LaRue Leonard which has final jurisdiction over suspensions, intended to return the license to Odie Maddox.

14 No-Accident Drivers Cited

No-accident awards have been given to Mayflower van drivers for years ending March, 1950, as follows:

John G. Schrader and Forrest C. Kerkhoff, seven years; Harry Hemminger and Joseph Parker, four years; Charles W. Reynolds, Calvin Stage, Elmer G. Theln and William H. Wolf, two years, and Edward B. Chasteen, James R. Hamilton, Douglas Horline, Lawrence Jones, Harry M. Waskom and William E. Jones, one year.

EVANSVILLE TAXIS STOPPED BY STRIKE

EVANSVILLE—Two hundred fifty taxicab drivers, members of Taxi Drivers Local 11, struck April 24 against three companies after attempting for more than two months to reach a new working agreement.

At a final meeting on the preceding afternoon the drivers voted to reject the company's last offer, an extension of the present contract, under which the drivers have been working a 56-hour, seven days a week at \$1 per hour. They demand instead a 48-hour, six-day week, at \$1.10 rate with time and a half for overtime.

The union is maintaining courtesy car service for persons in emergency, according to President William Marshall.

News Notes From Local 193

By F. D. OWENS

Brother Jerry Beaver and Mrs. Beaver are the proud parents of a new baby boy and you should see Grampa Beaver, Jimmy to all the gang.

A certain blond at Mayflower's office is soon to marry one of the drivers known as Tony.

We understand that Brother Angelo Mansini is getting plenty of rest now since that new son got his days and nights straightened out.

I think Brother "Red" Day is or did have the same trouble as above for a while.

I know the road and city boys all have news for this spot if you would send it in.

Meetings are still held the second Friday of every month and we would like to see more faces. After all, it's your union.

News From 369

By D. E. MAHONEY

The next regular meeting of this Local Union will be held Sunday, May 21, at 10 a. m. at the Labor Temple, Marion. This meeting has been postponed one week because Mother's Day falls on our regular meeting Sunday.

We have just organized the A. A. Curry Co., of Portland, and the Parker Sand & Gravel Co., of New Castle. The latter company signed a contract providing for a 20-cent-per-hour increase for all drivers.

Contracts have been signed for another year covering the Ready Mix Concrete, General Construction and Dump Truck Drivers of Anderson.

We extend our greatest sympathy to the family of Brother Edward Purkey, who died April 8. He had been employed by the Duffey Packing Co. of Anderson for several years.

ATTENTION, ROAD DRIVERS

It is compulsory that you sign enrollment cards for the Insurance company in connection with the Health and Welfare Plan which went into effect March 1. All drivers covered by the Road Contract must fill out these cards in order to receive any benefits derived from this plan. If you haven't already filled out the card, contact any of our Business Representatives or call this office immediately for instructions.

The first death claim paid under the new Health and Welfare Plan to anyone within our jurisdiction, went to Mrs. Judy Cooper in the amount of \$2,000.00, covering her husband, Brother James F. Cooper, who died of a heart attack of March 16, 1950. The check came as quite a surprise to Mrs. Cooper as she was not aware of the new plan which went into effect March 1. Brother Cooper was employed by the Keeshin Motor Express of Anderson. Besides his wife, he is survived by a 5-month-old son.

We wish a speedy recovery to Brother Floyd Clements who has driven for the Delaware Trucking Co. for 20 years. Brother Clements is recovering from an operation on March 17 and has received partial payment for time lost and hospital and surgical bills under the Health and Welfare Plan.

NOTES FROM MARION

On Saturday evening, April 1, Commercial Motor Freight of Indiana, Inc., held a meeting with the employes of the Marion, Muncie and Anderson terminals in the dining room of the K. of P. lodge hall, Marion. Sixty-five employes attended and were served a delicious friend chicken dinner.

Several speeches were made by company officials complimenting the employes for their good job in handling the company's business and stressing the importance of safe handling of freight and equipment.

Safety awards were given. Paul Hiles, Charles Embree and John Melton received five-year awards. Roy Peckinpaugh and Harold Buston received two-year awards and Thomas Buteau, Clifford Keene, Kenneth Mignery, Charles Robbins, Kenneth Fesmire and Donald Haskett received one-year awards.

These awards were worth working for and show the company's appreciation of safety. The officials of the company hope there will be several more entitled to safety awards at the end of another year.

The employes of Commercial Motor Freight at these three terminals all belong to Local 369. Willis Thomas, a representative of 369, was also present.

When you fellows in Marion go to the polls to vote in the primary election don't forget that we have three members of our Local running for public office and we are sure they will appreciate your votes. They are Earl Ratliff, running for Grant County Assessor; Paul Uptegraft, running for Grant County Sheriff, and Monroe Stevens, running for Franklin Township Trustee.

Wilbur (Windy) Chenoweth has been off work at Hayes in Marion since January 1 with a broken back which he suffered in an automobile accident. We hope he will soon be able to drive again. He says he sure is anxious to get back to work.

It Happens To Be-543

By S. W. HELTON

The following Brothers of 543 have been hospitalized this month:

Fred Shoaf—Pneumonia—released and working.
Otis Sense—Appendicitis operation—returned home.
Ross Siple—Hernia operation—Room 124, St. Elizabeth Hospital.

The Omar drivers at Lafayette are now covered by contract with Local 543.

Fred "Red" Kidder is back driving for Alton Box Board Co. and has been off since his accident last December.

If your home address has changed, please notify this office. So much of our mail is being returned.

Heard and Seen at 716

By HARRY HUDSON

The agreement with Polar Ice and Fuel Co. has been settled for two years, giving employees an increase this year and one next year.

We have met with officials of companies whose agreements have May 1, 1950, termination dates and will have reports to members' working under those agreements when offers are made by the companies.

The officers of Local 716 wish to extend their deepest sympathy to the family of Brother Donald Gammon, who passed away April 10, 1950. Brother Gammon was insured under the policy carried by Local 716 and his beneficiary will receive the usual check.

All members who are eligible to vote in the primary should pay close attention to the would-be friends of labor that are now seeking public office. After all the part of Indiana which we are in has very few politicians who are friends of working people. Get the facts on all candidates before casting your ballot.

In the Know With Kokomo

By O. B. CHAMBERS

We have joined forces with the Bakery Workers Union in an all-out campaign to organize Deitzen. This means we want the help of everybody in Howard County and its vicinity to put Corn Top bread on the fair list, or else!

BUY WARD, OMAR OR COLONIAL BREAD. DO NOT BUY DEITZEN.

We have obtained a new agreement with Armour Creamery in Rochester, effective May 1 for one year, with greatly improved working conditions.

Vacation periods have been extended to three weeks after 15 years' service, two weeks after five years and one week after one year.

Sick benefits: Six days' sick leave with pay after one year; 12 days after five years; 18 days after 15 years.

The new contract includes also a severance pay clause.

Negotiations for the contract were headed by O. B. Chambers and Lee Lantz for the union, and a company committee led by Byron Zimmerman and William Dillman. Wilbur Craig and two boys from the sugar processing department also participated.

A good pay increase has been obtained for our members employed by the Kokomo Ready Mixed Concrete Co. and the Central Transit Ready Mixed Co. of this city and by the Wolf Construction Co. and Logansport Transit Ready Mixed Co. of Logansport. The increase is retroactive to January 1, 1950.

Ed Kiffmeyer, state labor conciliator, participated in the negotiations.

We have won an NLRB election for drivers and warehousemen in the Bursley Wholesale Grocery, Logansport, and wish to express our appreciation to Hobart Auttersson of the state labor department and Robert M. Malarney, attorney, for their assistance.

We are still negotiating with the G. F. Suppinger Co. in Converse.

Don't forget now—NO CORN TOP!

Paul Taylor of Local 759, Kokomo, Gets First Welfare Plan Benefit

(Continued from Page 1)

stricken recently with pneumonia. Upon recovery he received March 25 a check for \$82.66, as pictured in this issue.

The check, issued by the Union Casualty Co. of New York, was presented to Taylor by O. B. Chambers, secretary-treasurer and business representative of the Kokomo local.

Mr. Chambers explained that the Union Casualty Co. has been selected by the Central States Drivers Conference to underwrite the health and hospital aspects of the program. The life insurance portion of the program has been awarded to the United States Insurance Co.

Employer-paid policies are for all over-the-road union Teamsters in 13 central and five southern

states and for city cartage Teamsters of various locals which have obtained an identical clause in recent contracts.

These policies provide for \$2,000 straight life insurance with an additional \$1,000 for accidental death, both with 24-hour coverage, on or off the job.

Hospitalization benefits are of \$10 per day for 31 days, with expenses up to \$200 and surgical benefits to \$300. Weekly sick and accident indemnity are \$20 per week for 13 weeks, commencing the eighth day of illness, the first day of accident.

About 450 members of Local 759, including over-the-road and local cartage workers are covered in the program. Mr. Chambers said.

JOE PROMISES AID-IF AND WHEN

Complete cooperation with the war mobilization program of the Indiana trucking industry has been promised by Emmett J. Williams, chairman of the Indiana Over-the-Road Committee of the International Brotherhood of Teamsters.

Mr. Williams, who is head of Teamsters Local No. 135, Indianapolis, said:

"We are ready to serve whenever and wherever the need arises. Our men rolled the trucks from Burma to Bastogne in the last war and are ready for action again."

Executive Secretary James E. Nicholas of the Indiana Motor Truck Association revealed that the industry—under pressure from the Army—is organizing four battalions, plus five unattached companies with regiment headquarters in Indianapolis.

Coast Teamster On Radio Show

WASHINGTON—Francis Weeks of Spokane, Washington, veteran truck driver for Consolidated Freightways, Portland, Oregon, will be the central character in the Ralph Edwards radio program "This Is Your Life" on Wednesday, May 3. The program, sponsored by Philip Morris cigarettes, will be heard over the coast-to-coast network of the National Broadcasting Co. On the program with Mr. Weeks will be Leland James, president of Consolidated and First Vice-President of the American Trucking Associations, Inc.

Appearance of Mr. Weeks on the program developed out of Ralph Edwards' conviction that the life of America's truck drivers is filled with drama and human interest. In his search for a driver who epitomized the fine qualities of the craft he came across the story of Francis Weeks. Mr. Weeks has been employed by Consolidated for 17 years and recently received a 10-year no-accident ward.

With Mr. Weeks on the program will be a man he saved from death.

Propaganda, Lies About Trucking

KENT, Ohio—W. A. Bresnahan, Director of Research for the American Trucking Associations, Inc., charged here that misinformed and prejudiced interests are using fallacious data to propagandize and confuse the public over the question of whether the trucking industry pays its share of highway construction and maintenance costs. As a result, he said, the trucking industry has become a "whipping boy" for the selfish interests of competitors.



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Look-See with 233

By ED and ED

Brother Joe Power of Swift & Co. lost his mother recently. The sympathy of the officers and members are extended to Brother Power.

Brother Wilbur Guthrie of Kroger Warehouse also lost his mother. The entire local offers condolences.

Brother Raymond McGee has been hospitalized with stomach ulcers and gallstones. Brother McGee is now at home and operation has proven a success.

There are a number of contracts open at this time. The only contract settled is with Al Prestel.

Sister Bonnie Kraft, steward at Red Dot Foods, Inc., is back to work after a long illness. Glad you're back, Bonnie!

Brother Orville Richardson, steward at the A&P warehouse, was off several weeks with a back ailment.

Remember! Regular meeting the first Wednesday of each month at 28 West North St., 8 P. M.

When you vote in the primary election be sure you vote for a man or woman who will protect your rights as a worker. Soft soap and anti-labor legislation won't pay your bills.

Every member of this local must sign a Beneficiary Card to be eligible for death donation. If you haven't received a card, see your steward or business representative.

Up to Date with Local No. 188

By CLARA WILHELM

Local No. 188 takes this opportunity to introduce to its members Brother William M. Herr, who is on the payroll as a business agent. Brother Herr will work with all of the dry cleaners and laundry members, handling their grievances. He comes well qualified as Bill himself was a laundry salesdriver for many years, and also was a milk salesdriver for some time. He therefore knows the problems which confront these industries, and will help in any way he can when presented with your problems. If you are in the office for any reason and Bill happens to be in, you make yourself acquainted. He will be glad to meet you.

The back door agreement that CIO Joe Romer made with a few cleaners and particularly the Lux Laundry, gave them a 2% increase, according to them, but the drivers state they have not been shown a copy of the contract.

C. E. Davis has been busy these last 10 days serving on a committee of Labor's Non-Partisan League, whose duties are to interview candidates for the coming primaries to ascertain their views on labor. No candidate will be endorsed in Marion county who is not favorable to labor.

It's a new baby girl at the home of Mr. and Mrs. Thos. York. Tommy is employed at General Baking Co. Congratulations, proud parents!

We hope by this time that Mrs. Madden, mother of Roscoe Little, steward for Commercial Linen Supply, has fully recovered from a recent hospitalization.

Brother Blythe Corne, from Continental Baking Co., is recuperating from an appendectomy. Good luck, Blythe! We hope you will soon be up and at 'em.

Mrs. John Miller is recuperating from an operation. John is a General Baking Co. employee. We hope you are feeling up to par again, Mrs. Miller.

We were saddened to learn of the death of John Adams. He was the father of Ray Adams, one of our good members and assistant steward at the Omar Baking Co. Our sincere sympathy goes to Ray and his family.

Mrs. Beryl Turpen recently underwent surgery at Methodist Hospital. Brother Turpen is employed at Polk Milk Co. and is one of our stewards. We hope you have a speedy recovery, Mrs. Turpen.

Mr. and Mrs. Richard Bonwell are the proud parents of a new baby boy, a future member. Brother Bonwell is employed at Home Made Pie Co. Good luck to all three of you!

On March 24 we were advised of the serious injuries suffered by Mrs. Bobbie J. Stephens, wife of Wm. Stephens, an employee of the Mechanics Laundry. Both Mr. and Mrs. Stephens were involved in this accident, but Brother Stephens' injuries were less serious. On April 15 we were advised that Mrs. Stephens had passed away as a result of these injuries. We were indeed sorry, and extend our deepest sympathy to Brother Stephens.

Frank Wamsley, father of Brother Herbert Wamsley, an employee of the Crown Laundry, passed away on March 25. To Brother Wamsley and his family go our sincere sympathy.

Brother Howard Pate, employed at the Perfection Biscuit Co., recently fell, breaking his leg in four places. He was confined to St. Vincent's Hospital, but is now home. We hope you won't be laid up too long, Howard.

Mrs. Robert Bowers, wife of Brother Bowers, a steward at Continental Baking Co., recently underwent an operation. We hope she is on the road to a speedy recovery.

Harold Anderson, father of Dallas Leonard, one of our Darko Cleaner members, passed away recently. We were sorry to hear this and extend our sympathy to his family.

Brother Harley Stegner, formerly employed at Polk Milk Co., passed away suddenly on Monday, March 27. He was employed on the night shift, and had left work at 8 A. M. on the 27th. Later that day he visited a cousin and dropped dead at this cousin's home. We offer our deep sympathy to the bereaved family.

MUNCIE TEAMSTERS HELP BOYS' CLUB COLLECT

Thru the Door of 144

Contracts with the following companies have been settled:

Bakery Contract
National Biscuit Company
Material Supply (Lumber)
Taxicab Contract

*

A Safety Dinner banquet was held for the drivers of the Terre Haute Division of Columbia Transportation Service, Inc., on the night of March 28 at the Elks Country Club.

*

Safe driving awards were presented by Michael A. Moran, manager of Columbia's Terre Haute operations, to Robert Campbell and Pete Fulmer, six years each without a chargeable accident; Henry Burgan, Don Bouillez, Eddie Bouillez and Clyde Herman, four years each; Carl Engle, Dan Kost, Jr., Carl Pfrank, Otto Richey and Walter Morris, two years each; Jack Pfrank and Francis Briscoe, one year each.

Guests included James Gross and George Anderson, representatives of Teamsters Local 144.

The meeting was conducted by B. T. Hundley, company safety director.

*

Four men at the Crane company were in an automobile accident: Stanley Harrison, Herman Keegan, Ray Winslow and Robert Rothrock. All are working now, with the exception of Herman Keegan, whom we are wishing a speedy recovery.



Plans for a city-wide scrap paper and old shoe collection to benefit the building fund of the Muncie Boys' Club were mapped out at a recent meeting of club committee members and officials of the sponsoring Teamsters Union. Shown above at the session are D. E. (Pat) Mahoney, secretary-treasurer of the Teamsters (seated), Howard Wilhoit (left) and John Mofield, business representatives of the Teamsters. Boys, left to right, are Jim Vorhees, Terry Collins and Gary Vinson. The Boys' Club members will man the trucks, driven by Teamster Local members for the two-day drive, April 11 and 12.

"The paper and shoe drive held in Muncie April 11-12 was a huge success. A year ago, our paper drive brought \$660.90 and this year we cleared \$1,052.09. This money goes to the Boys' Club for the locker and shower room in their new home to be built this fall."—Mahoney. (Muncie Press Photo.)

C. of C. Changes Rodeo Rules

EVANSVILLE — Entrance rules for the Chamber of Commerce's third annual truck rodeo, May 13 and 14, in which members of the Chauffeurs, Teamsters and Helpers Union No. 215 will participate, have been changed by the general committee.

Originally only firms operating 10 or more motor units were eligible to enter contestants.

Under the new ruling firms operating five or more trucks may enter drivers in the rodeo.

The change was made, according to C. H. Jones, general chairman, in order to permit smaller firms to take part in the contest.

Two contestants have signed up for the contest thus far, according to Ivan Martin, Chamber of Commerce safety department manager. They are Richard L. Berrio, who has entered the tractor-trailer class, and Donald Hawkins, who has signed up in the straight truck class. Both participated in last year's rodeo.

Goal is ten entries in each class, according to the committee in charge.

The event, held heretofore on Riverside Drive, is being held this year at Bosse Field.

RODEO AT FT. WAYNE
The second annual Fort Wayne Truck Rodeo will be held at Baer Field on May 14, it was announced by Irving L. Denton, manager, Safety Council, Chamber of Commerce of Fort Wayne.

Hackmen Give Blood to Fare

EVANSVILLE — Charles McNeely, 1405 Division street, has long been a patron of Liberty cabs, using them regularly.

He was always cheerful and good humored and since he was such a steady patron many drivers grew to know him personally and to think of him as a friend.

Suddenly, not so long ago, he stopped riding for no apparent reason and the Liberty cab drivers wondered what had happened to him.

They made inquiry and learned he was in St. Mary's hospital seriously ill and in need of transfusions. There was no difficulty about that. Seven Liberty drivers showed up to donate blood.

Liberty drivers are members of the Taxicab Drivers Local No. 11.

Edwards Heard On 22 More Stations

WASHINGTON — Twenty-two additional stations have been signed to carry the news broadcasts of Frank Edwards, AFL commentator, originating right in Washington at 9 p. m. (CST).

They are in 14 states and bring the total stations to 175 over which Edwards' progressive and liberal reporting can now be heard. Six of the stations were to begin the newscasts April 3.

Shippers Paid \$3 Billion to For-Hire Vans

COLUMBUS, Ohio.—Shippers in the United States paid to for-hire trucks last year a sum in excess of three billion dollars, members of the Ohio Trucking Assn. were told here by Henry E. English, president of American Trucking Associations, Inc.

"Although the payment to for-hire truck operators covered only the carriers reporting to the I.C.C., it compared very favorably with the estimated total of seven billion dollars paid by all shippers to all railroads for hauling performed in 1949," Mr. English said, adding:

"Few people realize the tremendous job being done by the trucking industry. The public, noticing trucks making delivery at mercantile establishments and factories, often assumes that these trucks are simply performing a shuttle operation between business houses and railroad stations. Yet most of the trucking industry's real contribution to transportation volume is made up of over-the-road shipments which trucks haul from point of origin to point of destination."

Mr. English asserted that trucks today are hauling most items indispensable in home and industrial life.

"Trucks are hauling the food, clothing, parts, supplies and identifiable items which the average persons uses in his domestic life and in connection with his job," Mr. English said. "The railroads are still the great mass carriers over long distances but they specialize in bulk hauling. For example, more than half of everything hauled by American railroads in 1948 came from mines and included, iron ore, coal and similar items."

ATA Reports Increases for Union Workers

WASHINGTON — Notable wage increases among unionized employees of the nation's trucking industry have been reported for the fourth quarter of 1949 by the Industrial Relations department of the American Trucking Associations, Inc.

The report stated the average wage increase on a nation-wide basis was 7.9 cents per hour and $\frac{1}{2}$ of a cent per mile. The average increase was 2.7 cents per hour more than the average increase reported in 981 other general industrial settlements made public during the fourth quarter.

Trucking industry average increases for the first three quarters of 1949 were 12 cents, 7.9 cents and 6.8 cents, respectively.

An analysis of 86 settlements made during the fourth quarter revealed a trend to two-year agreements, most of which contained an automatic wage boost effective after one year, while health and welfare benefits, relatively new to the trucking industry, also were found in a number of new agreements.

Only a few of the agreements called for revisions in hours or working conditions.

In 11 over-the-road settlements, mileage rates increased approximately $\frac{1}{2}$ cent per mile. In those containing hourly rates, the average was 9.2 cents. Seven of the agreements were for two years, 26 $\frac{1}{2}$ months or 28 months duration, and six of these provided for a 5 cent per hour and $\frac{1}{4}$ cent per mile automatic wage hike one year prior to January 31, 1952, the common expiration date. These six agreements also called for the establishment of a health and welfare fund to which the employer was to contribute \$1.00 per week for unspecified benefits.

In 38 local cartage and pick-up and delivery labor agreements, the average hike was 8 cents. Thirty-five of the agreements were in the 22 state mid-continent area, and 22 of these agreements were for 26, 27 and 28 months duration, with a 5 cent automatic increase one year prior to the end of the agreement. These 22 agreements expire on January 31, 1952, the same date as the six over-the-road agreements.

Health and welfare funds were established in 14 of the agreements, 13 of which stated that the employer was to contribute \$1.00 per week to a fund for unspecified benefits.

In 12 household goods carriers

BROTHER LLOYD REISNER OF LOCAL 135 DECLARED ALL-AMERICAN DRIVER OF YEAR

(Continued from Page 1)

Trucking Associations has been publicized in that organization's official magazine, many state trucking association publications, Teamster publications and the daily press everywhere in the United States. In addition the ATA has run half-page advertisements in many newspapers, including "The Indianapolis Times" of April 17, picturing Reisner as "MEN YOU LIKE TO MEET" and explaining again the act of heroism which won for him the highest honor to be bestowed by the American Trucking Industry.

We told you in our last edition, of Reisner's selection by the Indiana Motor Truck Assn. as Driver of the Year for Indiana. Earlier, the October "Indiana Teamster" reported Reisner's heroism, with details of how he saved the life of a nine-year-old Louisville girl, caught in an accident, and how he administered first aid to her while taking her to a hospital.

Chronologically, the incidents attending Reisner's selection are, briefly, as follows:

June 14, 1949, Reisner, while approaching Louisville on U. S. 52 in a downpour of rain, came upon a car standing cross-wise on the highway. Parking his truck, he discovered that the car had been in an accident. Its driver, a Mrs. Zehnder, was suffering a broken nose and shock and her daughter Barbara Jean, 9, had a pallor indicating to the army

trained Reisner that she was in danger of suffocating from throat hemorrhage. After considerable difficulty with motorists who refused aid, he commandeered a car to drive to a Louisville hospital and went along, carrying the child and giving first aid to arrest bleeding. After seeing the child in safe keeping, he hitchhiked back to his truck and continued his trip.

July 13—Reisner received a letter from "Your little friend, Barbara Jean," telling him she was getting along fine. This letter was seen by Fred Kohout, vice-president of the Hancock Co. and Mr. Kohout immediately nominated Reisner for Driver of the Month by the Indiana Motor Truck Assn.

September — Reisner selected Driver of the Month for August, 1949 by IMTA, as reported in its publication, "The Fifth Wheel."

February, 1950—The IMTA selected Reisner Driver of the Year, 1949 for Indiana.

March 20, 1950—The American association announced in "Transport Topics" its selection of Lloyd Reisner for the national honor, out of many other candidates, nominated by state associations.

March 22—Meeting of Indianapolis chapter, IMTA in Marott Hotel, at which time, E. J. Williams, secretary-treasurer of Teamsters Local 135 presented check for \$300 to Lloyd Reisner.

April (or May date to be set) Mr. Reisner and his wife will receive an all-expense paid trip to Washington and New York, a Crosley refrigerator, a large trophy and other awards.

